

**2003**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**66**

Northumberland County

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axe Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axe Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

- |  |                      |  |
|--|----------------------|--|
| North<br> | Interstate Route     | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|           | US Route             |  |
|           | Virginia State Route |  |
|           | Secondary Route      |  |

### Special Routes

- |  |                       |
|--|-----------------------|
| Bus<br> | Bus - Business Route  |
| Bypas - Bypass Route   |                       |
| Truck - Truck Route  |                       |
| ALT<br> | ALT - Alternate Route |
| Wve - Wve Route connector  |                       |
- 
- |   |   |
|---|---|
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|---|---|
- 
- |   |   |
|---|---|
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |
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Virginia Department of Transportation  
Mobility Management Division

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Northumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Northumberland County</b>																	
200	5.09	4200	G	93%	1%	4%	1%	2%	0%		F	0.081	F	0.628	4200	G	2003
200	5.09	4100	G	93%	1%	4%	1%	2%	0%		C	0.082	F	0.574	4100	G	2003
201	6.92	1600	G	91%	1%	3%	3%	2%	0%		F	0.084	F	0.606	1600	G	2003
202	3.52	2700	G	89%	1%	4%	2%	4%	0%		C	0.086	F	0.507	2700	G	2003
360	3.19	5800	G	94%	0%	2%	1%	3%	0%		F	0.085	F	0.559	5800	G	2003
360	2.85	7200	G	94%	1%	3%	1%	2%	0%		F	0.079	F	0.579	7200	G	2003
360	4.28	5800	G	94%	1%	3%	1%	2%	0%		F	0.086	F	0.514	5800	G	2003
360	7.91	4300	G	94%	1%	3%	1%	2%	0%		C	0.091	F	0.509	4300	G	2003
360	3.05	4800	G	94%	1%	3%	1%	2%	0%		F	0.086	F	0.562	4800	G	2003
360	2.14	2700	G	94%	1%	3%	1%	2%	0%		F	0.088	F	0.558	2700	G	2003
360	0.45	860	G	94%	1%	3%	1%	2%	0%		F	0.095	F	0.511	860	G	2003
603 <sub>51</sub>	0.01	NA		From Lancaster Co Line						NA					NA		
615 <sub>51</sub>	0.20	560	N	92%	2%	3%	1%	2%	0%		N	0.081	N	0.511	560	N	2003
615 <sub>51</sub>	0.07	560	N	92%	2%	3%	1%	2%	0%		N	0.081	N	0.511	560	N	2003
615 <sub>51</sub>	0.26	560	N	92%	2%	3%	1%	2%	0%		N	0.081	N	0.511	560	N	2003
615 <sub>51</sub>	0.13	560	N	92%	2%	3%	1%	2%	0%		N	0.081	N	0.511	560	N	2003
615 <sub>51</sub>	0.02	560	N	92%	2%	3%	1%	2%	0%		N	0.081	N	0.511	560	N	2003
615 <sub>51</sub>	0.05	430	N	92%	2%	3%	1%	2%	0%		N	0.083	N	0.577	430	N	2003
600	1.10	700	G	93%	1%	3%	1%	3%	0%		F	0.111	F	0.571	700	G	2003
600	0.90	1200	G	93%	1%	3%	1%	3%	0%		F	0.101	F	0.614	1200	G	2003
600	2.69	1300	G	93%	1%	3%	1%	3%	0%		C	0.104	F	0.629	1300	G	2003
600	0.10	1400	G	96%	1%	1%	0%	2%	0%		F	0.104	F	0.631	1400	G	2003
600	1.60	670	G	96%	1%	1%	0%	2%	0%		C	0.116	F	0.563	670	G	2003

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>Northumberland County</b>																	
(600)	0.70	430	R			From	66-618 NORTH				NA		NA	NA	03/06/2002		
(600)	0.20	310	R			To	66-790				NA		NA	NA	03/06/2002		
						To	Westmoreland Count Line										
(601)	1.40	9	R			From	Lancaster County Line				NA		NA	NA	04/01/2002		
(601)	0.70	10	R			To	66-611 EAST				NA		NA	NA	04/01/2002		
(601)	4.70	340	R			From	66-611 WEST				NA		NA	NA	03/25/2002		
						To	US 360 WEST										
						From	US 360 EAST										
(601)	1.10	40	R			To	Dead End				NA		NA	NA	06/03/2002		
						From	66-610										
(602)	1.00	140	R			To	Dead End				NA		NA	NA	1999		
<b>Lancaster County</b>																	
(603)	0.04	NA				From	51-615 East				NA		NA	NA			
						To	Northumberland Co Line										
<b>Northumberland County</b>																	
(603)	3.10	90	R			From	51-615 Lancaster County Line				NA		NA	NA	04/03/2002		
(603)	0.82	170	R			To	66-642				NA		NA	NA	04/03/2002		
						From	Road										
(604)	2.60	360	R			From	66-600; 79-600				NA		NA	NA	03/25/2002		
						To	66-601 NORTH										
(604)	1.80	130	R			From	66-601 SOUTH				NA		NA	NA	03/25/2002		
						To	SR 201 NORTH										
(604)	2.78	310	G	93%	5%	From	SR 201 SOUTH				C	0.123	F	0.541	310	G	2003
						To	US 360 SOUTH										
(604)	4.00	540	R			From	US 360 NORTH										
						To	66-640 SOUTH				NA		NA	NA	06/10/2002		
(604)	2.55	290	R			From	66-640 NORTH									05/13/2002	
						To	66-740				NA		NA	NA			
(604)	0.94	120	R			From	66-1220									05/13/2002	
						To	66-1222				NA		NA	NA			
(604)	0.06	8	R			From	66-1221									05/13/2002	
						To	51-615 Lancaster County Line										
(605)	1.60	340	G	96%	0%	1%	1%	1%	0%	C	0.102	F	0.667	340	G	2003	
						To	SR 200										
(605)	1.25	190	R			From	66-669 WEST				NA		NA	NA	04/15/2002		
						To	Dead End										
(605)	5.08	110	R			From	Dead End				NA		NA	NA	06/12/2002		

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						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(606)	0.60	360	R			From SR 200 Lancaster County Line				NA		NA	04/15/2002
(606)	1.50	310	R			To 66-669				NA		NA	04/15/2002
(606)	0.65	40	R			From 66-605 SOUTH				NA		NA	04/29/2002
						From 66-605 NORTH							
						To Dead End							
<b>Lancaster County</b>													
(607)	0.04	780	G	98%	0%	2%	0%	0%	0%	F 0.086	F 0.507	780	G 2003
						To Northumberland County Line							
<b>Northumberland County</b>													
(607)	1.16	520	G	98%	0%	2%	0%	0%	0%	C 0.105	F 0.544	510	G 2003
(607)	1.10	230	R			From 66-669 E; 66-725				NA		NA	04/15/2002
						To Dead End							
<b>Northumberland County</b>													
(608)	2.19	1500	G	96%	0%	3%	0%	1%	0%	C 0.091	F 0.589	1500	G 2003
(608)	1.50	100	R			From 66-669 SOUTH				NA		NA	1999
						To Dead End							
(609)	2.48	1300	G	96%	0%	3%	1%	1%	0%	C 0.091	F 0.521	1300	G 2003
(609)	1.45	2000	G	95%	0%	3%	1%	1%	0%	C 0.086	F 0.594	2000	G 2003
(609)	0.82	640	G	95%	0%	3%	1%	1%	0%	F 0.112	F 0.574	640	G 2003
(609)	1.55	390	R			From 66-665 EAST				NA		NA	04/29/2002
(609)	0.50	170	R			To 66-1010				NA		NA	04/29/2002
(609)						To 66-1031							
(610)	1.30	960	G	97%	0%	2%	1%	1%	0%	C 0.089	F 0.578	960	G 2003
(610)	1.10	340	R			To 66-642				NA		NA	04/15/2002
(610)	0.50	170	R			From 66-748				NA		NA	04/15/2002
(610)	0.70	48	R			To 66-602				NA		NA	04/15/2002
(611)	1.20	100	R			To Dead End				NA		NA	04/15/2002
(611)	1.80	6	R			From 79-600				NA		NA	04/01/2002
(611)						To 66-601 WEST							
(611)						To 66-601 EAST							
(612)	3.10	330	R			From SR 201				NA		NA	04/01/2002
(612)	0.16	90	R			From 66-600 Richmond County Line				NA		NA	03/25/2002
(612)						To US 360				NA		NA	03/25/2002
(612)						To Future 66- 824							

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Northumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
<b>Northumberland County</b>																	
(612)	0.31	180	R			From	Future 66- 824							NA		06/03/2002	
(612)	0.60	100	R			To	66-613							NA		06/03/2002	
(612)	0.20	20	R			From	0.60 ME 66-613							NA		06/03/2002	
(613)	0.60	20	R			To	Dead End							NA		06/03/2002	
(614)	2.99	590	G	94%	3%	3%	0%	1%	0%	C	0.105	F	0.533	590	G	2003	
(614)	1.30	1100	G	94%	1%	3%	1%	1%	0%	C	0.088	F	0.578	1200	G	2003	
(614)	1.01	850	G	94%	1%	3%	1%	1%	0%	F	0.097	F	0.689	850	G	2003	
(614)	0.20	460	R			From	66-629 EAST							NA		05/20/2002	
(614)	0.80	260	R			To	66-627 SOUTH							NA		05/20/2002	
(614)	0.39	700	R			From	66-627 NORTH							NA		03/06/2002	
(614)	1.70	660	G	96%	1%	2%	0%	1%	0%	C	0.098	F	0.585	660	G	2003	
(617)	1.30	710	G	96%	1%	2%	0%	1%	0%	F	0.103	F	0.71	710	G	2003	
(617)	0.20	20	R			From	SR 202 MID							NA		03/06/2002	
(617)	1.10	230	R			To	SR 202 NORTH							NA		03/06/2002	
(618)	0.50	300	R			From	Westmoreland County Line							NA		03/06/2002	
(618)	2.50	220	R			To	Richmond County Line							NA		03/06/2002	
(619)	1.20	210	R			From	66-600 SOUTH							NA		03/06/2002	
(619)	0.90	320	R			To	66-600 NORTH							NA		03/06/2002	
(620)	1.50	160	R			From	66-618							NA		03/06/2002	
(620)	0.95	150	R			To	66-617 NORTH							NA		03/06/2002	
(620)	0.05	30	R			From	66-617 SOUTH							NA		03/06/2002	
(620)						To	66-622							NA		03/25/2002	
(620)						From	66-621 SOUTH							NA		03/25/2002	
(620)						To	66-621 NORTH							NA		03/25/2002	
(620)						From	66-724							NA		03/25/2002	
(620)						To	Dead End							NA		03/25/2002	

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						2Axle	3+Axle	1Trail	2Trail								
<b>Northumberland County</b>																	
(621)	3.07	240	G	89%	0%	6%	1%	4%	0%	From SR 202	C	0.123	F	0.643	240	G	2003
				To Dead End													
(622)	0.85	490	G	96%	1%	2%	1%	0%	0%	From 66-712	C	0.11	F	0.566	490	G	2003
				To 66-620													
(622)	1.80	280	G	96%	1%	2%	1%	0%	0%	From 66-620	F	0.107	F	0.661	290	G	2003
				To Dead End													
(623)	1.50	230	R							From 66-624					NA	NA	05/20/2002
				To Dead End													
(624)	1.30	1300	G	94%	1%	4%	1%	1%	0%	From US 360	C	0.09	F	0.504	1300	G	2003
				To 66-623													
(624)	2.70	890	G	94%	1%	4%	1%	1%	0%	From 66-623	F	0.088	F	0.509	890	G	2003
				To 66-625													
(624)	1.98	270	G	94%	1%	4%	1%	1%	0%	From 66-625	F	0.111	F	0.581	270	G	2003
				To Begin Loop													
(624)	0.90	40	G	94%	1%	4%	1%	1%	0%	From 66-625	F	0.16	F	0.75	40	G	2003
				To End Loop													
(625)	0.65	270	R							From 66-624					NA	NA	05/20/2002
				To 66-742													
(625)	1.05	80	R							From 66-742					NA	NA	05/20/2002
				To Dead End													
(626)	1.20	160	R							From US 360					NA	NA	05/20/2002
				To Dead End													
(627)	0.50	100	R							From Dead End					NA	NA	05/20/2002
				To 66-728													
(627)	0.80	130	R							From 66-728					NA	NA	05/20/2002
				To 66-614 NORTH													
(627)	0.90	660	R							From 66-614 NORTH					NA	NA	05/20/2002
				To 66-614 SOUTH													
(627)	0.10	290	R							From 66-614 SOUTH					NA	NA	05/20/2002
				To 66-685													
(627)	0.70	120	R							From 66-685					NA	NA	05/20/2002
				To Dead End													
(628)	0.15	80	R							From Dead End					NA	NA	05/20/2002
				To 66-629													
(628)	1.14	280	R							From 66-629					NA	NA	05/20/2002
				To Dead End													
(629)	0.43	230	R							From Dead End					NA	NA	05/20/2002
				To 66-628													
(629)	0.40	70	R							From 66-628					NA	NA	06/03/2002
				To Bundick Ferry													
(629)	1.70	110	R							From Bundick Ferry					NA	NA	06/03/2002
				To 66-634													
(629)	0.90	330	R							From 66-634					NA	NA	06/03/2002
				To 66-630 SOUTH													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>Northumberland County</b>																	
(629)	2.30	260	R			From	66-630 NORTH								NA	NA	06/10/2002
(629)	0.80	210	R			To	66-636 NORTH								NA	NA	06/10/2002
(629)	0.10	70	R			From	66-713								NA	NA	06/10/2002
(630)	2.00	790	G			To	Dead End								NA	NA	06/10/2002
(630)	2.55	220	R			From	US 360				C	0.099	F	0.571	800	G	2003
(630)	0.75	30	R			To	66-629 NORTH								NA	NA	06/03/2002
(631)	1.30	120	R			From	66-791								NA	NA	06/03/2002
(631)	0.30	20	R			To	Dead End								NA	NA	06/03/2002
(631)	1.00	360	R			From	66-630								NA	NA	06/03/2002
(633)	0.40	49	R			To	66-691								NA	NA	06/03/2002
(633)	0.48	60	R			To	Dead End								NA	NA	1999
(635)	1.45	160	R			From	US 360								NA	NA	06/12/2002
(636)	0.20	850	R			From	66-636								NA	NA	06/10/2002
(636)	2.40	580	R			To	Dead End								NA	NA	06/12/2002
(636)	0.70	380	R			From	US 360								NA	NA	06/12/2002
(636)	1.23	90	R			To	66-614								NA	NA	06/12/2002
(637)	1.10	110	R			From	66-629								NA	NA	06/10/2002
(638)	2.40	30	R			To	66-789								NA	NA	03/25/2002
(638)	0.46	49	R			From	66-636								NA	NA	04/01/2002
(639)	1.04	190	R			To	Dead End								NA	NA	04/01/2002
(639)						From	66-1210								NA	NA	04/01/2002
(639)						To	US 360								NA	NA	04/01/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Northumberland County</b>																
(640)	1.40	110	R			From	Dead End							NA	NA	05/08/2002
(640)	1.50	1100	R			To	US 360 WEST								NA	05/08/2002
(640)						From	US 360 EAST									
(640)	2.55	430	R			To	66-604 NORTH							NA	NA	05/08/2002
(640)	1.35	200	R			From	66-706							NA	NA	06/12/2002
(640)	0.73	110	R			To	66-777							NA	NA	06/12/2002
(640)						From	Dead End									
(641)	0.70	410	R			To	SR 200							NA	NA	1999
(642)	1.20	760	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.525	760	G	2003
(642)	1.59	880	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.556	880	G	2003
(643)	0.70	90	R			To	66-644							NA	NA	1999
(644)	0.43	670	G	94%	1%	3%	0%	2%	0%	C	0.114	F	0.542	670	G	2003
(644)	0.50	130	G	94%	3%	2%	1%	1%	0%	F	0.103	F	0.563	130	G	2003
(644)	1.80	300	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.557	300	G	2003
(644)	0.60	710	G	94%	3%	2%	1%	1%	0%	C	0.093	F	0.591	710	G	2003
(644)	0.94	440	G	94%	3%	2%	1%	1%	0%	F	0.096	F	0.565	440	G	2003
(644)	1.57	310	G	94%	3%	2%	1%	1%	0%	F	0.105	F	0.507	310	G	2003
(644)	0.30	640	G	94%	3%	2%	1%	1%	0%	F	0.090	F	0.519	640	G	2003
(644)	1.39	820	G	94%	3%	2%	1%	1%	0%	F	0.089	F	0.635	820	G	2003
(644)	3.62	1200	G	94%	1%	3%	1%	2%	0%	C	0.086	F	0.658	1200	G	2003
(645)	1.05	70	R			To	66-644 SOUTH							NA	NA	05/13/2002
(646)	1.40	250	R			To	66-644 NORTH								NA	05/13/2002
(646)	1.88	140	R			From	66-640									
(646)						To	66-645							NA	NA	05/08/2002
(646)	1.00	260	G	96%	1%	2%	0%	1%	0%	F	0.120	F	0.643	260	G	2003
(646)	2.00	70	G	96%	1%	2%	0%	1%	0%	F	0.130	F	0.5	70	G	2003
						To	US 360 NORTH									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Northumberland County</b>																
(646)	0.10	870	G	96%	1%	2%	0%	1%	0%	F	0.094	F	0.545	870	G	2003
(646)	2.00	880	G	96%	1%	2%	0%	1%	0%	C	0.089	F	0.506	880	G	2003
(646)	0.70	200	G	96%	1%	2%	0%	1%	0%	F	0.148	F	0.689	200	G	2003
(646)	0.30	40	R											NA		05/08/2002
(647)	1.05	670	R											NA		05/08/2002
(647)	0.95	220	R											NA		05/08/2002
(648)	0.80	150	R											NA		1999
(649)	1.10	210	R											NA		05/13/2002
(649)	2.40	170	R											NA		05/13/2002
(650)	0.27	80	R											NA		05/08/2002
(650)	0.50	180	R											NA		05/08/2002
(650)	0.47	110	R											NA		05/08/2002
(651)	1.00	270	R											NA		05/08/2002
(652)	0.22	930	G	93%	2%	3%	1%	1%	0%	C	0.094	F	0.607	930	G	2003
(652)	1.00	980	G	93%	2%	3%	1%	1%	0%	F	0.088	F	0.594	980	G	2003
(652)	0.50	140	R											NA		1999
(653)	1.85	220	R											NA		05/08/2002
(653)	0.40	330	R											NA		05/08/2002
(654)	1.33	160	R											NA		1999
(655)	0.40	130	R											NA		05/06/2002
(656)	1.40	210	R											NA		05/08/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Northumberland County</b>																
(657)	0.20	20	R			From Dead End								NA	NA	05/06/2002
(657)	1.27	460	G	94%	1%	3%	0%	2%	0%	F	0.098	F	0.543	460	G	2003
(657)	1.57	1700	G	94%	1%	3%	0%	2%	0%	C	0.102	F	0.611	1700	G	2003
(657)	0.10	2300	G	95%	1%	2%	1%	2%	0%	C	0.091	F	0.589	2300	G	2003
(657)				To US 360												
(658)	0.60	270	R			From Dead End								NA	NA	1999
(658)				To 66-657 SOUTH												
(658)	0.80	480	R			From 66-657 NORTH								NA	NA	1999
(658)				To Dead End												
(659)	0.64	630	R			From Dead End								NA	NA	05/06/2002
(659)				To 66-657												
(660)	0.30	220	R			From 66-646								NA	NA	1999
(660)				To Dead End												
(661)	0.18	220	R			From 66-646								NA	NA	1999
(661)				To Dead End												
(662)	0.50	20	G	87%	0%	13%	0%	0%	0%	C	0.25	F	0.6	20	G	2003
(662)				To Dead End												
(663)	0.55	130	R			From Dead End								NA	NA	05/08/2002
(663)				To 66-810												
(663)	0.65	310	R			From 66-699								NA	NA	05/08/2002
(664)	0.30	120	R			From 66-665								NA	NA	1999
(664)				To 0.30 ME 66-665												
(664)	0.15	60	R			To Dead End								NA	NA	1999
(665)	0.86	170	R			From Dead End								NA	NA	04/29/2002
(665)				To 66-609 EAST												
(665)	1.90	470	G	97%	0%	2%	1%	0%	0%	C	0.113	F	0.577	460	G	2003
(665)				From 66-609 WEST												
(665)	0.60	120	R			To 66-664								NA	NA	05/06/2002
(665)				To Dead End												
(666)	1.61	360	R			From 66-665								NA	NA	05/06/2002
(666)				To 66-731												
(666)	0.45	110	R			To Dead End								NA	NA	05/16/2002
(667)	1.21	530	R			From 66-609								NA	NA	1999
(667)				To 66-798												
(667)	0.65	110	R			To Dead End								NA	NA	1999

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						2Axle	3+Axle	1Trail	2Trail								
<b>Northumberland County</b>																	
(668)	1.64	100	R			From Dead End					NA	NA	1999				
						To 66-609											
(669)	0.51	120	R			From Dead End					NA	NA	04/15/2002				
						To 66-676											
(669)	0.65	230	R			From 66-672					NA	NA	04/15/2002				
						To 66-1115					F	0.101	F	0.531	390	G	2003
(669)	0.25	390	G			From 96% 0% 3% 0% 1% 0%					C	0.107	F	0.598	1100	G	2003
						To 66-608 SOUTH											
						From 66-608 NORTH											
(669)	0.40	400	R			From 66-671					NA	NA	04/15/2002				
						To 66-607 EAST; 66-725											
(669)	0.70	240	R			From 66-607 WEST					NA	NA	04/15/2002				
						To 66-606 EAST											
(669)	2.50	190	R			From 66-606 WEST					NA	NA	04/15/2002				
						To 66-605											
						From Dead End											
(670)	0.20	40	R			From 66-735					NA	NA	04/15/2002				
						To 66-605											
						From 66-669											
(671)	0.65	240	R			To 66-705					NA	NA	04/15/2002				
						From Dead End											
(671)	0.35	120	R			To 66-1122					NA	NA	04/15/2002				
						From 66-669											
(672)	0.80	230	R			To 66-644					NA	NA	04/15/2002				
						From Dead End											
(673)	0.87	180	R			To 66-644					NA	NA	1999				
						From Dead End											
(674)	1.00	220	R			To US 360					NA	NA	1999				
						From 66-621											
(675)	0.20	260	R			To SR 202					NA	NA	03/25/2002				
						From Dead End											
(676)	0.10	20	R			To 66-1121					NA	NA	1999				
						From 66-669											
(676)	0.40	90	R			To Begin Loop					NA	NA	1999				
						From End Loop											
(677)	0.50	80	R			To 66-657					NA	NA	1999				
						To 66-657											

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(678)	1.97	200	R			From: 66-609				NA	NA	NA	04/03/2002
						To: SR 200							
(679)	1.15	70	R			From: SR 200 SOUTH				NA	NA	NA	04/03/2002
						To: SR 200 SOUTH MID							
(679)	1.60	20	R			From: SR 200 NORTH MID				NA	NA	NA	04/03/2002
						To: 66-605							
(679)	1.45	180	R			From: SR 200 NORTH				NA	NA	NA	04/03/2002
						To: Dead End							
(680)	1.00	30	R			From: 66-624				NA	NA	NA	1999
						To: Dead End							
(681)	0.75	47	R			From: Dead End				NA	NA	NA	1999
						To: SR 201							
(682)	0.80	20	R			From: Dead End				NA	NA	NA	1999
						To: 66-601							
(683)	0.90	30	R			From: 66-646				NA	NA	NA	05/08/2002
						To: 66-646							
(684)	0.52	110	R			From: Dead End				NA	NA	NA	1999
						To: 66-659							
(685)	0.40	60	R			From: 66-627				NA	NA	NA	05/20/2002
						To: Dead End							
(686)	0.47	100	R			From: Dead End				NA	NA	NA	1999
						To: 66-665							
(687)	0.35	30	R			From: 66-649				NA	NA	NA	1999
						To: 66-772							
(688)	0.60	20	R			From: 51-615 Lancaster County Line				NA	NA	NA	04/03/2002
						To: Dead End							
(689)	0.43	50	R			From: Dead End				NA	NA	NA	03/25/2002
						To: US 360							
(690)	0.60	140	R			From: 66-669				NA	NA	NA	1999
						To: Dead End							
(691)	0.40	70	R			From: 66-631				NA	NA	NA	1999
						To: Dead End							
(692)	0.22	70	R			From: Begin Loop				NA	NA	NA	05/06/2002
						To: End Loop							
(692)	0.08	90	R			From: End Loop				NA	NA	NA	05/06/2002
						To: 66-657							
(693)	0.30	20	R			From: 66-606				NA	NA	NA	04/29/2002
						To: 0.30 ME 66-606							
(693)	0.40	20	R			From: Dead End				NA	NA	NA	04/29/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(694)	0.20	690	R			From: 66-604				NA		NA	1999
						To: 66-636							
(695)	0.50	780	R			From: US 360				NA		NA	1999
						To: 66-640							
(696)	0.35	30	R			From: 66-605				NA		NA	04/29/2002
						To: 66-767							
(697)	0.25	160	R			From: 66-626				NA		NA	1999
						To: Dead End							
(698)	0.75	160	R			From: Dead End				NA		NA	04/01/2002
						To: US 360							
(699)	0.28	50	R			From: SR 200 SOUTH				NA		NA	05/08/2002
						To: SR 200 MID							
(699)	0.74	190	R			From: SR 200 NORTH				NA		NA	05/08/2002
						To: Dead End							
(700)	0.06	40	R			From: Dead End				NA		NA	05/06/2002
						To: 66-760							
(700)	0.13	150	R			From: 66-760				NA		NA	05/06/2002
						To: 66-714							
(700)	0.29	200	R			From: 66-657				NA		NA	05/06/2002
						To: Dead End							
(701)	0.20	60	R			From: Dead End				NA		NA	1999
						To: 66-711							
(702)	0.10	380	G	95%	1%	2%	0%	2%	0%	C 0.119	F 0.5	380	G 2003
						To: US 360							
(703)	0.42	140	G	96%	0%	3%	0%	2%	0%	C 0.130	F 0.611	140	G 2003
						To: 66-652							
(704)	0.35	20	R			From: 66-636				NA		NA	06/10/2002
						To: Dead End							
(705)	0.41	40	R			From: 66-671				NA		NA	1999
						To: Dead End							
(706)	0.80	60	R			From: 66-640				NA		NA	06/12/2002
						To: 0.80 MN 66-640							
(706)	0.10	50	R			From: Dead End				NA		NA	06/12/2002
						To: Dead End							
(707)	1.50	170	R			From: Dead End				NA		NA	04/01/2002
						To: US 360; 66-752							
(708)	0.65	180	R			From: 66-617				NA		NA	03/06/2002
						To: Dead End							
(709)	0.91	120	R			From: 66-624				NA		NA	05/20/2002
						To: Dead End							

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						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(710)	0.30	10	R			From Dead End					NA	NA	05/06/2002
						To 66-665							
(711)	2.49	90	R			From US 360 SOUTH					NA	NA	03/06/2002
						To US 360 NORTH							
(712)	0.76	1300	G	93%	1%	3% 1% 2% 0%	C	0.108	F	0.567	1300	G	2003
						From 66-622							
(712)	1.50	250	R			From Dead End					NA	NA	03/25/2002
						To 66-629							
(713)	0.40	70	R			From 66-629					NA	NA	1999
						To Dead End							
(714)	0.08	140	R			From 66-644					NA	NA	05/06/2002
						To 66-700							
(715)	0.80	80	R			From Dead End					NA	NA	1999
						To 66-646							
(716)	0.55	90	R			From Dead End					NA	NA	1999
						To 66-671							
(717)	0.26	70	R			From 66-640					NA	NA	06/12/2002
						To 66-756							
(717)	0.34	50	R			From Dead End					NA	NA	06/12/2002
						To Dead End							
(718)	0.58	20	R			From Dead End					NA	NA	04/29/2002
						To 66-665							
(719)	0.30	20	R			From 66-620					NA	NA	03/25/2002
						To Dead End							
(720)	0.65	40	R			From 66-630					NA	NA	06/03/2002
						To Dead End							
(721)	0.75	260	R			From Dead End					NA	NA	04/01/2002
						To 66-604							
(722)	0.35	450	R			From 66-799					NA	NA	05/06/2002
						To US 360							
(723)	0.06	150	R			From Dead End					NA	NA	1986
						To SR 200							
(724)	0.49	120	R			From 66-620					NA	NA	03/25/2002
						To Dead End							
(725)	0.30	50	R			From 66-607, 66-669					NA	NA	04/15/2002
						To Dead End							
(726)	0.53	140	R			From US 360 SOUTH					NA	NA	05/06/2002
						To US 360 NORTH							

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						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(727)	0.04	50	R			From: 66-609				NA	NA	NA	04/29/2002
						To: 66-665							
(728)	0.09	30	R			From: Dead End				NA	NA	NA	05/20/2002
						To: 66-627							
(729)	0.23	280	R			From: Dead End				NA	NA	NA	1999
						To: US 360							
(730)	0.30	100	R			From: 66-609				NA	NA	NA	1999
						To: Dead End							
(731)	0.13	46	R			From: Dead End				NA	NA	NA	05/06/2002
						To: 66-666							
(732)	0.65	60	R			From: 66-712				NA	NA	NA	1999
						To: Dead End							
(733)	0.07	20	R			From: Lancaster County Line				NA	NA	NA	1999
						To: Dead End							
(734)	0.55	200	R			From: 66-647				NA	NA	NA	1999
						To: Dead End							
(735)	0.20	8	R			From: 66-670				NA	NA	NA	1999
						To: Dead End							
(736)	0.50	150	R			From: Dead End				NA	NA	NA	1999
						To: 66-644							
(737)	0.30	70	R			From: Dead End				NA	NA	NA	1999
						To: 66-646							
(738)	0.45	10	R			From: Dead End				NA	NA	NA	1999
						To: 66-612							
(739)	0.38	2	R			From: 66-649				NA	NA	NA	05/13/2002
						To: Dead End							
(740)	1.00	80	R			From: 66-604				NA	NA	NA	1999
						To: Dead End							
(741)	0.40	20	R			From: Dead End				NA	NA	NA	05/08/2002
						To: 66-646							
(742)	0.19	60	R			From: Dead End				NA	NA	NA	05/20/2002
						To: 66-625							
(743)	0.21	40	R			From: 66-600				NA	NA	NA	1999
						To: Dead End							
(744)	0.90	180	R			From: Dead End				NA	NA	NA	03/25/2002
						To: 66-614							
(744)	0.27	80	R			From: 0.27 MN 66-614				NA	NA	NA	03/25/2002
						To: 0.27 MN 66-614							

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(744)	0.11	60	R			From: 0.27 MN 66-614				NA	NA	NA	03/25/2002
						To: Dead End							
(745)	1.00	80	R			From: Dead End				NA	NA	NA	1999
						To: 66-624							
(746)	0.25	100	R			From: Dead End				NA	NA	NA	1999
						To: 66-657							
(747)	0.25	20	R			From: 66-665				NA	NA	NA	05/06/2002
						To: Dead End							
(748)	0.90	60	R			From: 66-610				NA	NA	NA	1999
						To: Dead End							
(749)	0.50	80	R			From: 66-618				NA	NA	NA	03/06/2002
						To: 0.50 MN 66-618							
(749)	0.30	40	R			From: Dead End				NA	NA	NA	03/06/2002
						To: Dead End							
(750)	0.08	110	R			From: US 360				NA	NA	NA	1999
						To: Dead End							
(751)	0.85	530	R			From: 66-629				NA	NA	NA	06/10/2002
						To: 66-1403							
(751)	1.26	210	R			From: 66-1411 SOUTH				NA	NA	NA	06/10/2002
						To: 66-1411 NORTH							
(751)	0.09	130	R			From: 66-1402 SOUTH				NA	NA	NA	06/10/2002
						To: 66-1402 NORTH							
(751)	0.07	120	R			From: 66-1402 SOUTH				NA	NA	NA	06/10/2002
						To: 66-1402 NORTH							
(751)	0.06	130	R			From: US 360; 66-707				NA	NA	NA	06/10/2002
						To: US 360							
(752)	0.40	30	R			From: Dead End				NA	NA	NA	1999
						To: SR 200							
(753)	0.30	220	R			From: Dead End				NA	NA	NA	1999
						To: Dead End							
(754)	0.10	47	R			From: Dead End				NA	NA	NA	1999
						To: 66-722							
(755)	0.52	50	R			From: 66-624				NA	NA	NA	1999
						To: Dead End							
(756)	0.40	10	R			From: Dead End				NA	NA	NA	06/12/2002
						To: 66-717							
(757)	0.30	100	R			From: 66-600 Richmond County Line				NA	NA	NA	1999
						To: Dead End							

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						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(758)	0.05	270	R			From US 360				NA	NA	NA	03/25/2002
(758)	0.15	200	R			To 66-793				NA	NA	NA	03/25/2002
(759)	0.40	30	R			From Dead End				NA	NA	NA	1999
(760)	0.10	150	R			To 66-624				NA	NA	NA	1999
(761)	0.61	60	R			From Dead End				NA	NA	NA	1999
(761)	0.15	110	R			To 0.61 ME Dead End				NA	NA	NA	1999
(762)	0.12	10	R			From Dead End				NA	NA	NA	1999
(763)	0.48	47	R			To 66-621				NA	NA	NA	04/15/2002
(764)	0.27	50	R			From 66-669				NA	NA	NA	1999
(765)	0.16	20	R			To Dead End				NA	NA	NA	1999
(766)	0.50	60	R			From 66-669				NA	NA	NA	04/15/2002
(767)	0.15	8	R			To Dead End				NA	NA	NA	04/29/2002
(767)	0.10	20	R			From 66-696				NA	NA	NA	04/29/2002
(767)	0.10	20	R			To 66-773				NA	NA	NA	04/29/2002
(768)	0.10	6	R			From Dead End				NA	NA	NA	03/06/2002
(769)	0.62	150	R			To 66-711				NA	NA	NA	1999
(770)	0.18	170	R			From 66-647				NA	NA	NA	1999
(770)	0.75	10	R			To Dead End				NA	NA	NA	04/29/2002
(771)	0.50	30	R			From 66-646				NA	NA	NA	1999
(772)	0.20	2	R			To Dead End				NA	NA	NA	04/29/2002
(773)						From 66-605				NA	NA	NA	04/29/2002
(773)						To 66-687				NA	NA	NA	1999
(773)						To Dead End				NA	NA	NA	04/29/2002
(773)						From 66-767				NA	NA	NA	04/29/2002
(773)						To Dead End				NA	NA	NA	04/29/2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(774)	0.28	140	R			From	66-650				NA		NA	NA	1999
						To	Dead End								
(775)	0.08	110	R			From	US 360				NA		NA	NA	1999
						To	Dead End								
(776)	0.25	30	R			From	66-636				NA		NA	NA	06/10/2002
						To	Dead End								
(777)	0.16	47	R			From	Dead End				NA		NA	NA	1999
						To	66-640								
(779)	0.25	20	R			From	66-601				NA		NA	NA	1999
						To	Dead End								
(780)	0.14	90	R			From	Dead End				NA		NA	NA	1999
						To	66-679								
(781)	0.82	90	R			From	66-624				NA		NA	NA	1999
						To	Cul-de-Sac								
(782)	0.20	120	R			From	SR 202				NA		NA	NA	1986
						To	Dead End								
(783)	0.10	10	R			From	Dead End				NA		NA	NA	1999
						To	66-646								
(784)	0.36	90	R			From	66-614				NA		NA	NA	1999
						To	Dead End								
(785)	1.16	90	R			From	66-624				NA		NA	NA	1999
						To	66-786								
(786)	0.39	70	R			From	66-785				NA		NA	NA	1999
						To	66-787								
(787)	0.06	10	R			From	66-786				NA		NA	NA	1999
						To	Dead End								
(788)	0.30	50	R			From	66-712				NA		NA	NA	1999
						To	Dead End								
(789)	0.15	40	R			From	66-634				NA		NA	NA	06/03/2002
						To	Dead End								
(790)	0.30	210	R			From	Westmoreland County Line				NA		NA	NA	03/06/2002
						To	66-600								
(791)	0.50	30	R			From	66-630				NA		NA	NA	1999
						To	Dead End								
(792)	0.17	50	R			From	66-605				NA		NA	NA	1999
						To	Dead End								
(793)	0.18	230	R			From	66-712				NA		NA	NA	1999
						To	66-758								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Northumberland County</b>																
(794)	0.72	50	R			From: 66-635					NA		NA		NA	1999
						To: Dead End										
(795)	0.43	80	R			From: 79-600 Richmond County Line					NA		NA		NA	1986
						To: Dead End										
(796)	0.13	30	R			From: 66-609					NA		NA		NA	1999
						To: Dead End										
(797)	0.22	20	R			From: 66-644					NA		NA		NA	1999
						To: Dead End										
(798)	0.85	90	R			From: 66-667					NA		NA		NA	1999
						To: Dead End										
(799)	0.12	260	R			From: 66-801					NA		NA		NA	05/06/2002
						To: 66-722										
(799)	0.07	210	R			From: US 360					NA		NA		NA	05/06/2002
						To: 66-644										
(800)	0.89	110	R			From: 66-806					NA		NA		NA	1999
						To: Cul-de-Sac										
(801)	0.29	170	R			From: Dead End					NA		NA		NA	1999
						To: 66-799										
(802)	1.72	90	R			From: 66-652					NA		NA		NA	1999
						To: 66-803										
(803)	0.11	30	R			From: Dead End					NA		NA		NA	1999
						To: 0.06 ME 66-802										
(804)	0.07	10	R			From: Dead End					NA		NA		NA	1999
						To: 66-669										
(805)	0.62	70	R			From: 66-652					NA		NA		NA	1999
						To: Cul-de-Sac										
(806)	0.21	50	R			From: Cul-de-Sac					NA		NA		NA	05/13/2002
						To: 66-800										
(807)	0.45	30	R			From: 66-666					NA		NA		NA	05/06/2002
						To: 66-666										
(808)	0.08	20	R			From: Cul-de-Sac					NA		NA		NA	05/06/2002
						To: 66-807										
(809)	0.74	NA				From: 66-00652(B)/					NA		NA		NA	
						To: Dead End/										
(810)	0.70	110	R			From: Dead End					NA		NA		NA	05/08/2002
						To: 66-663										

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(811)	0.11	40	R			From: 66-810				NA		NA	05/08/2002
						To: Cul-de-Sac							
(812)	1.38	50	R			From: 66-604				NA		NA	06/03/2002
						To: Dead End							
(815)	0.06	120	R			From: US 360				NA		NA	05/06/2002
						To: 66-644							
(818)	0.32	30	R			From: 66-618				NA		NA	03/06/2002
						To: Dead End							
(820)	1.34	140	R			From: Dead End				NA		NA	05/20/2002
						To: 66-624							
(824)	0.05	40	R			From: US 360				NA		NA	06/03/2002
						To: 66-613							
(830)	0.41	80	R			From: Dead End				NA		NA	04/29/2002
						To: 66-609							
(835)	0.60	80	R			From: Dead End				NA		NA	05/13/2002
						To: 66-649							
(836)	0.55	20	R			From: Cul-de-Sac				NA		NA	06/12/2002
						To: 0.13 ME 66-636							
(837)	0.12	20	R			From: Cul-de-Sac				NA		NA	1999
						To: 66-836							
(840)	0.25	90	R			From: Dead End				NA		NA	05/20/2002
						To: Cul-de-Sac							
(841)	0.14	60	R			From: Cul-de-Sac				NA		NA	05/20/2002
						To: 66-840							
(842) Kingscote Drive	0.66	NA				From: 66-625				NA		NA	
						To: Cul-de-Sac							
(845)	0.24	40	R			From: 66-629				NA		NA	06/03/2002
						To: Cul-de-Sac							
(1001)	0.02	400	R			From: 66-1002				NA		NA	1999
						To: 66-1004							
(1001)	0.12	110	R			From: US 360				NA		NA	1999
						To: US 360 SOUTH							
(1002)	0.04	810	R			From: Dead End; Gap Terminus				NA		NA	1999
						To: 66-1001							
(1002)	0.03	80	R			From: 66-1001				NA		NA	1999
						To: 66-1003							
(1002)	0.02	530	R			From: 66-1003				NA		NA	1999
						To: US 360 NORTH							

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						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(1003)	0.03	140	R			From: 66-1002				NA		NA	1999
						To: US 360							
(1004)	0.06	270	R			From: Dead End				NA		NA	1999
						To: 66-1001							
<b>Town of Kilmarnock</b>													
(1005)	0.05	440	R			From: SR 200 Lancaster Cy				NA		NA	1999
						To: 66-1016							
(1005)	0.14	40	R			From: Dead End				NA		NA	1999
						To: 66-1001							
<b>Northumberland County</b>													
(1006)	0.32	70	R			From: SR 200				NA		NA	05/06/2002
						To: 66-1007							
(1006)	0.26	30	R			From: Cul-de-Sac				NA		NA	05/06/2002
						To: Cul-de-Sac							
(1007)	0.22	49	R			From: Cul-de-Sac				NA		NA	1999
						To: 66-1006							
(1008)	0.34	30	R			From: SR 200				NA		NA	1999
						To: Cul-de-Sac							
(1010)	0.31	170	R			From: 66-609				NA		NA	04/29/2002
						To: 66-1011							
(1010)	0.15	120	R			From: 66-1011				NA		NA	04/29/2002
						To: 66-1012							
(1010)	0.28	60	R			From: Cul-de-Sac				NA		NA	04/29/2002
						To: Cul-de-Sac							
(1011)	0.08	30	R			From: Cul-de-Sac				NA		NA	04/29/2002
						To: 66-1010							
(1012)	0.08	30	R			From: 66-1010				NA		NA	04/29/2002
						To: Cul-de-Sac							
<b>Town of Kilmarnock</b>													
(1014)	0.06	80	R			From: SR 200 Lancaster Cy				NA		NA	1999
						To: 66-1015							
(1015)	0.07	40	R			From: 66-1017				NA		NA	1999
						To: 66-1014							
(1016)	0.14	580	R			From: Lancaster County Line				NA		NA	1999
						To: 66-1005							
(1017)	0.06	60	R			From: SR 200 Lancaster Cy				NA		NA	04/03/2002
						To: 66-1015							
<b>Northumberland County</b>													
(1020)	0.17	180	R			From: SR 200				NA		NA	04/29/2002
						To: Dead End							
(1023)	0.20	30	R			From: 66-1024				NA		NA	1999
						To: 66-605							

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1024)	0.34	30	R			From: Cul-de-Sac					NA		NA	NA	1999
						To: 66-1023									
(1025)	1.67	140	R			From: 66-608					NA		NA	NA	1999
						To: Dead End									
(1026)	0.17	4500	R			From: 66-1025; 66-1027					NA		NA	NA	04/03/2002
						To: Cul-de-Sac									
(1027)	0.32	20	R			From: Dead End					NA		NA	NA	04/03/2002
						To: 66-1025; 66-1026									
(1028)	0.10	40	R			From: 66-1025					NA		NA	NA	04/03/2002
						To: Dead End									
(1029)	0.14	30	R			From: 66-1025					NA		NA	NA	04/03/2002
						To: Cul-de-Sac									
(1030)	0.03	10	R			From: Cul-de-Sac					NA		NA	NA	04/29/2002
						To: 66-1032									
(1030)	0.09	20	R			From: 66-609					NA		NA	NA	04/29/2002
						To: Cul-de-Sac									
(1031)	0.07	48	R			From: Cul-de-Sac					NA		NA	NA	04/29/2002
						To: 66-1032									
(1031)	0.08	40	R			From: 66-609					NA		NA	NA	04/29/2002
						To: Cul-de-Sac									
(1031)	0.07	20	R			From: 66-1030					NA		NA	NA	04/29/2002
						To: 66-1031									
(1032)	0.20	20	R			From: 66-669					NA		NA	NA	04/29/2002
						To: Cul-de-Sac									
(1035)	0.40	1800	R			From: Dead End					NA		NA	NA	04/13/2002
						To: 66-668									
(1038)	0.16	80	R			From: Cul-de-Sac					NA		NA	NA	04/29/2002
						To: 66-668									
(1039)	0.13	50	R			From: Cul-de-Sac					NA		NA	NA	04/29/2002
						To: 66-1038									
(1040)	0.04	30	R			From: Cul-de-Sac					NA		NA	NA	04/29/2002
						To: 66-1010									
(1041)	0.03	20	R			From: Cul-de-Sac					NA		NA	NA	04/29/2002
						To: 66-1010									
(1042)	0.10	20	R			From: Cul-de-Sac					NA		NA	NA	04/29/2002
						To: 66-1010									
(1043)	0.09	NA				From: Dead End/					NA		NA	NA	
						To: 66-01010(B)/66-01040(U)/									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1050)	0.27	90	R			From: 66-1051					NA		NA		05/13/2002
						To: 66-644									
(1051)	0.29	60	R			From: Cul-de-Sac					NA		NA		05/13/2002
						To: Cul-de-Sac									
(1052)	0.16	NA				From: 66-00644(B)/					NA		NA		
						To: 66-01053(B)/									
(1053)	0.17	NA				From: Cul-de-Sac/					NA		NA		
						To: Cul-de-Sac/									
(1060)	0.80	90	R			From: 66-604					NA		NA		1999
						To: Cul-de-Sac									
(1061)	0.30	30	R			From: 66-1060					NA		NA		1999
						To: Cul-de-Sac									
(1062)	0.44	40	R			From: 66-1060					NA		NA		1999
						To: Cul-de-Sac									
(1070)	0.09	60	R			From: 66-604					NA		NA		1999
						To: 66-1071									
(1071)	0.72	40	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1070									
(1071)	0.30	10	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-1070									
(1080)	0.70	6	R			From: 66-665					NA		NA		1999
						To: 66-1081									
(1081)	0.17	6	R			From: 66-1080					NA		NA		1999
						To: Cul-de-Sac									
(1094)	0.32	40	R			From: 66-635					NA		NA		06/12/2002
						To: Cul-de-Sac									
(1095)	0.20	20	R			From: Cul-de-Sac					NA		NA		1999
						To: 66-794									
(1096)	0.18	6	R			From: 66-794					NA		NA		1999
						To: Cul-de-Sac									
(1101)	0.06	40	R			From: 66-1115					NA		NA		04/15/2002
						To: 66-1103									
(1101)	0.05	40	R			From: 66-1102					NA		NA		04/15/2002
(1102)	0.08	6	R			From: Dead End					NA		NA		04/15/2002
						To: 66-1101									
(1102)	0.11	7	R			From: Dead End					NA		NA		04/15/2002
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1103)	0.13	30	R			From	66-1101					NA		NA	04/15/2002
						To	66-1106 Gap Terminus								
						From	66-1104 Gap Terminus								
(1103)	0.06	50	R									NA		NA	04/15/2002
						To	56-669								
(1104)	0.30	20	R			From	66-1103					NA		NA	04/15/2002
						To	66-1105								
(1105)	0.10	30	R			From	Dead End					NA		NA	1999
						To	66-1106								
(1105)	0.11	130	R			From	66-1106					NA		NA	1999
						To	66-1104								
(1105)	0.06	130	R			From	66-1104					NA		NA	1999
						To	66-669								
(1106)	0.24	40	R			From	66-1103					NA		NA	1999
						To	66-1107								
(1106)	0.06	110	R			From	66-1107					NA		NA	1999
						To	66-1105								
(1107)	0.27	30	R			From	End Loop					NA		NA	1999
						To	66-1109								
(1107)	0.03	20	R			From	66-1109					NA		NA	1999
						To	66-1108								
(1107)	0.19	60	R			From	66-1108					NA		NA	1999
						To	Begin Loop								
(1107)	0.05	90	R			From	Begin Loop					NA		NA	1999
						To	66-1106								
(1108)	0.02	20	R			From	66-1106					NA		NA	1999
						To	Cul-de-Sac								
(1108)	0.02	20	R			From	Cul-de-Sac					NA		NA	1999
						To	66-1107								
(1109)	0.06	40	R			From	66-1107					NA		NA	1999
						To	66-1112								
(1110)	0.09	60	R			From	66-1112					NA		NA	1999
						To	66-1111								
(1110)	0.20	6	R			From	66-1111					NA		NA	1999
						To	66-1115								
(1111)	0.21	30	R			From	66-1115					NA		NA	1999
						To	66-1116								
(1112)	0.36	30	R			From	66-1116					NA		NA	1999
						To	66-1110								
(1113)	0.36	750	R			From	66-1110					NA		NA	04/15/2002
						To	66-672								
(1114)	0.07	30	R			From	66-672					NA		NA	1999
						To	66-1118								
(1114)	0.36	750	R			From	66-1118					NA		NA	1999
						To	66-1115								
(1115)	0.07	30	R			From	66-1115					NA		NA	04/15/2002
						To	Dead End								
(1115)	0.07	30	R			From	Dead End					NA		NA	04/15/2002
						To	66-1117								

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1115)	0.12	70	R			From	66-1117				NA		NA	NA	04/15/2002
(1115)	0.04	140	R			To	66-1116				NA		NA	NA	04/15/2002
(1115)	0.14	160	R			To	66-1101				NA		NA	NA	04/15/2002
(1115)	0.09	260	R			From	66-1110				NA		NA	NA	04/15/2002
(1115)	0.07	710	R			To	66-1114				NA		NA	NA	04/15/2002
(1116)	0.29	40	R			From	66-669				NA		NA	NA	1999
(1116)	0.06	100	R			To	Dead End				NA		NA	NA	1999
(1116)	0.06	130	R			From	66-1112				NA		NA	NA	1999
(1116)	0.06	130	R			To	66-1111				NA		NA	NA	1999
(1117)	0.03	40	R			From	66-1115				NA		NA	NA	1999
(1117)	0.09	40	R			From	0.03 MN 66-1115				NA		NA	NA	1999
(1117)	0.09	40	R			To	Dead End				NA		NA	NA	1999
(1118)	0.15	40	R			From	Begin Loop				NA		NA	NA	1999
(1118)	0.15	50	R			To	End Loop				NA		NA	NA	1999
(1118)	0.35	110	R			From	0.15 MN End Loop				NA		NA	NA	1999
(1118)	0.08	460	R			To	66-1114				NA		NA	NA	1999
(1118)	0.29	90	R			From	66-1119 NORTH				NA		NA	NA	1999
(1118)	0.09	60	R			To	66-1119 SOUTH				NA		NA	NA	1999
(1119)	0.08	49	R			From	Dead End				NA		NA	NA	1999
(1119)	0.20	100	R			To	66-1120				NA		NA	NA	1999
(1119)	0.14	60	R			From	66-1118 NORTH				NA		NA	NA	1999
(1120)	0.05	20	R			To	Dead End				NA		NA	NA	1999
(1120)	0.16	160	R			From	66-1119				NA		NA	NA	1999
(1121)	0.05	20	R			To	66-676				NA		NA	NA	1999
(1122)	0.29	30	R			From	Dead End				NA		NA	NA	1999
(1122)	0.16	160	R			To	66-672				NA		NA	NA	1999
(1129)	0.29	30	R			From	66-669				NA		NA	NA	1999
(1129)	0.29	30	R			To	Cul-de-Sac				NA		NA	NA	1999

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1130)	0.35	30	R			From	66-607				NA		NA	NA	1999
						To	66-607								
(1150)	0.05	70	R			From	Cul-de-Sac				NA		NA	NA	1999
						To	66-1151								
(1150)	0.45	120	R			From	66-653				NA		NA	NA	1999
						To									
(1151)	0.10	30	R			From	66-1150				NA		NA	NA	1999
						To	Cul-de-Sac								
(1201)	0.28	20	R			From	Dead End				NA		NA	NA	05/13/2002
						To	66-1202								
(1201)	0.07	40	R			From	66-644				NA		NA	NA	05/13/2002
						To									
(1202)	0.19	20	R			From	Dead End				NA		NA	NA	1999
						To	66-1203								
(1202)	0.06	30	R			From	66-1203				NA		NA	NA	1999
						To	66-1204								
(1202)	0.04	40	R			From	66-1201				NA		NA	NA	1999
						To									
(1203)	0.04	2	R			From	Cul-de-Sac				NA		NA	NA	1999
						To	66-1202								
(1204)	0.03	6	R			From	Cul-de-Sac				NA		NA	NA	1999
						To	66-1202								
(1209)	0.46	20	R			From	66-644				NA		NA	NA	1999
						To	Cul-de-Sac								
(1210)	0.04	110	R			From	66-639				NA		NA	NA	04/01/2002
						To	66-1212								
(1210)	0.40	90	R			From	66-1211 SOUTH				NA		NA	NA	04/01/2002
						To	66-1211 NORTH								
(1210)	0.54	30	R			From	66-1210				NA		NA	NA	04/01/2002
						To									
(1211)	0.08	40	R			From	66-1210				NA		NA	NA	1999
						To	66-1210								
(1212)	0.05	10	R			From	66-1210				NA		NA	NA	1999
						To	Cul-de-Sac								
(1213)	0.08	30	R			From	Cul-de-Sac				NA		NA	NA	04/01/2002
						To	66-1210								
(1214)	0.08	NA				From	Dead End/				NA		NA	NA	
						To	66-01210(B)/								
(1216)	0.47	40	R			From	66-707				NA		NA	NA	1999
						To	Cul-de-Sac								

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						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(1217)	0.06	9	R			From: Cul-de-Sac				NA	NA	NA	1999
						To: 66-707							
(1220)	0.64	40	R			From: Cul-de-Sac				NA	NA	NA	05/13/2002
						To: 66-1221							
(1220)	0.07	40	R			From: 66-1223				NA	NA	NA	05/13/2002
						To: 66-604							
(1220)	0.10	40	R			From: 66-1220				NA	NA	NA	05/13/2002
						To: 66-604							
(1221)	0.23	10	R			From: 66-604				NA	NA	NA	1999
						To: 66-1222							
(1221)	0.21	30	R			From: Cul-de-Sac				NA	NA	NA	1999
						To: 66-1221							
(1222)	0.15	30	R			From: 66-1221				NA	NA	NA	1999
						To: 66-604							
(1222)	0.28	20	R			From: Cul-de-Sac				NA	NA	NA	1999
						To: 66-1220							
(1223)	0.06	4	R			From: 66-1220				NA	NA	NA	1999
						To: 66-1225							
(1224)	0.09	30	R			From: 66-1225				NA	NA	NA	05/13/2002
						To: 0.01 MS 66-1225							
(1224)	0.41	8	R			From: Cul-de-Sac				NA	NA	NA	05/13/2002
						To: 66-1227							
(1225)	0.26	20	R			From: 66-1227				NA	NA	NA	05/13/2002
						To: 66-1224							
(1226)	0.08	20	R			From: Cul-de-Sac				NA	NA	NA	1999
						To: 66-1229							
(1226)	0.14	20	R			From: Cul-de-Sac				NA	NA	NA	1999
						To: Cul-de-Sac							
(1227)	0.11	10	R			From: Cul-de-Sac				NA	NA	NA	05/13/2002
						To: Cul-de-Sac							
(1228)	0.02	80	R			From: 66-740				NA	NA	NA	1999
						To: 66-1229							
(1229)	0.42	40	R			From: Cul-de-Sac				NA	NA	NA	1999
						To: 66-1228							
(1229)	0.15	60	R			From: Riverside Court				NA	NA	NA	1999
						To: 66-603							
(1230)	0.48	130	R			From: 66-1231				NA	NA	NA	1999
						To: Begin Loop							

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						2Axle	3+Axle	1Trail	2Trail							
<b>Northumberland County</b>																
(1230)	0.18	9	R			From	Begin Loop						NA	NA	1999	
						To	End Loop									
(1231)	0.13	20	R			From	66-1230						NA	NA	04/03/2002	
						To	Pintail Court						NA	NA	04/03/2002	
(1231)	0.20	20	R			From	Dead End						NA	NA	04/03/2002	
						To	66-1230						NA	NA	1999	
(1232)	0.08	7	R			From	Cul-de-Sac						NA	NA	1999	
						To	Dead End						NA	NA	05/13/2002	
(1233)	0.10	20	R			From	66-1229						NA	NA	05/13/2002	
						To	66-1233						NA	NA	05/13/2002	
(1234)	0.09	10	R			From	Cul-de-Sac						NA	NA	05/13/2002	
						To	66-740						NA	NA	05/13/2002	
(1235)	0.17	30	R			From	Cul-de-Sac						NA	NA	05/13/2002	
						To	66-01230(B)/						NA	NA		
(1236)	0.05	NA				From	Cul-de-Sac/						NA	NA		
						To	Dead End/						NA	NA		
(1237)	0.10	NA				From	66-01230(B)/66-01231(L)/						NA	NA		
						To	66-00603(B)/						NA	NA		
(1238)	0.12	NA				From	Cul-de-Sac/						NA	NA		
						To	66-00604(B)/						NA	NA		
(1245)	0.27	NA				From	Cul-de-Sac/						NA	NA		
						To	US 360						NA	NA	05/08/2002	
(1301)	0.68	830	R			From	66-1305						NA	NA	05/08/2002	
						To	66-1302; 66-1303						NA	NA	05/08/2002	
(1302)	0.79	60	R			From	66-1301; 66-1303						NA	NA	1999	
						To	Dead End						NA	NA		
(1303)	0.28	45	R			From	Dead End						NA	NA	1999	
						To	66-1304						NA	NA	1999	
(1303)	0.06	50	R			From	66-1301; 66-1302						NA	NA	1999	
						To	66-1303						NA	NA		
(1304)	0.05	10	R			From	Cul-de-Sac						NA	NA	1999	
						To	66-1301						NA	NA	05/08/2002	
(1305)	0.28	640	R			From	66-1306						NA	NA	05/08/2002	
						To	Cul-de-Sac						NA	NA	05/08/2002	
(1306)	0.22	40	R			From	66-1305						NA	NA	1999	
						To	66-1307						NA	NA		

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1306)	0.03	600	R			From	66-1307				NA		NA	NA	1999
(1306)	0.14	540	R			To	66-1310				NA		NA	NA	1999
(1306)	0.05	500	R			From	66-1311				NA		NA	NA	1999
(1306)	0.11	250	R			To	66-1315				NA		NA	NA	1999
(1306)	0.12	190	R			From	66-1317				NA		NA	NA	1999
(1306)	0.10	170	R			To	66-1316				NA		NA	NA	1999
(1306)	0.26	110	R			From	66-1308				NA		NA	NA	1999
(1306)	0.08	110	R			To	66-1312				NA		NA	NA	1999
(1306)	0.16	130	R			To	66-1318				NA		NA	NA	1999
(1307)	0.15	70	R			From	66-1306				NA		NA	NA	1999
(1308)	0.07	10	R			To	Cul-de-Sac								
(1308)	0.10	30	R			From	66-1309				NA		NA	NA	1999
(1309)	0.06	130	R			To	66-1317				NA		NA	NA	1999
(1309)	0.33	60	R			From	66-1306				NA		NA	NA	1999
(1309)	0.06	40	R			To	66-1315				NA		NA	NA	1999
(1309)	0.16	130	R			To	W Little John St				NA		NA	NA	1999
(1309)	0.22	110	R			From	E Little John St				NA		NA	NA	1999
(1309)	0.21	80	R			To	66-1315				NA		NA	NA	1999
(1309)	0.19	50	R			From	66-1308				NA		NA	NA	1999
(1310)	0.12	70	R			To	66-1318				NA		NA	NA	1999
(1311)	0.04	10	R			From	Cul-de-Sac				NA		NA	NA	1999
(1312)	0.03	30	R			To	66-1306				NA		NA	NA	1999
(1313)						From	Cul-de-Sac				NA		NA	05/13/2002	
						To	66-1306								

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						2Axle	3+Axle	1Trail	2Trail				
<b>Northumberland County</b>													
(1314)	0.17	30	R			From: 66-1309 WEST				NA		NA	1999
						To: 66-1309 EAST							
(1315)	0.20	120	R			From: 36-1306				NA		NA	1999
						To: 66-1309							
(1316)	0.10	30	R			From: 66-1306				NA		NA	1999
						To: Cul-de-Sac							
(1317)	0.20	50	R			From: 66-1306				NA		NA	1999
						To: 66-1308							
(1317)	0.23	30	R			From: 66-1318				NA		NA	1999
(1318)	0.04	60	R			From: 66-1306				NA		NA	1999
						To: 66-1317							
(1318)	0.07	50	R			From: 66-1309				NA		NA	1999
(1320)	0.12	40	R			From: 66-1321				NA		NA	05/08/2002
						To: 66-650							
(1321)	0.01	20	R			From: Dead End				NA		NA	05/08/2002
(1321)	0.01	20	R			From: 66-1320				NA		NA	05/08/2002
						To: Dead End							
(1329)	0.17	50	R			From: Cul-de-Sac				NA		NA	1999
						To: 66-651							
(1330)	0.50	30	R			From: 66-805				NA		NA	05/08/2002
						To: 66-805							
(1335)	0.76	NA				From: 66-00644(B)/				NA		NA	
						To: Dead End/							
(1336)	0.23	NA				From: 66-01335(B)/				NA		NA	
						To: Dead End/							
(1337)	0.20	NA				From: 66-01335(B)/				NA		NA	
						To: Cul-de-Sac/							
(1338)	0.19	NA				From: 66-01335(B)/				NA		NA	
						To: Dead End/							
(1400)	0.16	40	R			From: 66-1403				NA		NA	06/10/2002
						To: Cul-de-Sac							
(1401)	0.14	40	R			From: Cul-de-Sac				NA		NA	1999
(1401)	0.59	100	R			From: 66-1403				NA		NA	1999
						To: 66-751							
(1401)	0.30	70	R			From: Dead End				NA		NA	1999

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
(1402)	0.29	20	R			From	66-751				NA		NA	NA	1999
						To	66-751								
(1403)	0.29	290	R			From	66-751				NA		NA	NA	1999
						To	66-1409								
(1403)	0.20	240	R			From	66-1408				NA		NA	NA	1999
						To	66-1408								
(1403)	0.19	240	R			From	66-1407				NA		NA	NA	1999
						To	66-1407								
(1403)	0.07	240	R			From	66-1406				NA		NA	NA	1999
						To	66-1406								
(1403)	0.09	230	R			From	66-1405				NA		NA	NA	1999
						To	66-1405								
(1403)	0.10	210	R			From	66-1404				NA		NA	NA	1999
						To	66-1404								
(1403)	0.35	190	R			From	66-1401				NA		NA	NA	1999
						To	66-1401								
(1404)	0.27	50	R			From	66-1403				NA		NA	NA	1999
						To	Cul-de-Sac								
(1405)	0.20	40	R			From	66-1403				NA		NA	NA	1999
						To	66-1404								
(1406)	0.25	70	R			From	66-1403				NA		NA	NA	1999
						To	66-1407								
(1407)	0.18	30	R			From	66-1403				NA		NA	NA	1999
						To	66-1406								
(1408)	0.06	40	R			From	66-1403				NA		NA	NA	1999
						To	66-1410								
(1408)	0.20	30	R			From	66-1410				NA		NA	NA	1999
						To	Cul-de-Sac								
(1409)	0.09	48	R			From	66-1403				NA		NA	NA	1999
						To	66-1410								
(1409)	0.20	40	R			From	66-1410				NA		NA	NA	1999
						To	Cul-de-Sac								
(1410)	0.25	40	R			From	66-1409				NA		NA	NA	1999
						To	66-1408								
(1411)	0.32	46	R			From	66-751				NA		NA	NA	1999
						To	66-751								
(1412)	0.11	10	R			From	66-751				NA		NA	NA	06/10/2002
						To	66-1413								
(1413)	0.24	40	R			From	66-751				NA		NA	NA	06/10/2002
						To	Cul-de-Sac								
(1414)	0.10	10	R			From	Cul-de-Sac				NA		NA	NA	1999
						To	66-751								

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						2Axle	3+Axle	1Trail	2Trail						
<b>Northumberland County</b>															
9294	0.18	20	R			From	66-698				NA		NA		06/12/2002
						To	End Of Loop								
9296	0.15	40	R			From	66-698 SOUTH				NA		NA		06/12/2002
						To	66-698 NORTH								
9297	0.16	270	R			From	66-601				NA		NA		06/03/2002
						To	Northumberland HS								